Oregon Department of Transportation

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Oregon Department of Transportation
Rail and Public Transit
STIF Discretionary and Statewide Transit Network
2/1/2019 deadline

Coos County
Closing the Coastal Connection

Jump to: Application Questions   Budget and Project Tables   Document Upload

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Coos County

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Coquille, OR 97423

Commissioner
Melissa Cribbins
mcribbins@co.coos.or.us

Telephone	541-396-7730
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Web	www.coostransit.org
EIN	93-6002289

Application Questions *top*

Provider Information

1. Transit Agency Type
- ⊖ City
- ⊖ County
- ⊖ Mass Transit District
- ⊖ Transportation District
- ✔ Special District
- ⊖ Intergovernmental Entity
- ⊖ Municipal/Public Corporation or other political subdivision
- ⊖ Indian Tribe
- ⊖ Non-Profit
- ⊖ Private For-Profit

2. What is the main type of service that will be supported by this grant?
- ✔ Fixed Route
- ⊖ Demand Response
- ⊖ Deviated Fixed Route

Risk Assessment Information
This risk assessment section contains a subset of the entire risk assessment. The entire risk assessment will be populated with the answers you provide in this section and data already reported to RPTD. Please contact Andrew.S.OKeefe@odot.state.or.us for assistance.

3. Did your agency have any turnover of management or financial staff in the last 2 years?
- ✔ Yes
- ⊖ No

4. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?
- ✔ Yes
- ⊖ No

5. What type of accounting system does your agency use?
- ⊖ Manual
- ⊖ Automated
- ✔ Combined

6. Does your agency have a system in place that will account for 100% of each employee's time?
- ✔ Yes
- ⊖ No

7. Did your staff members attend required training and meetings during prior grant awards?
- ✔ Yes
- ⊖ No

8. Was your agency audited by the Federal government in the past 2 years?
- ⊖ Yes
- ✔ No

9. If yes, did the audit result in one or more audit findings?
- ⊖ Yes
- ⊖ No
- ✔ N/A

10. Did your agency stay on budget in the past two years?
- ✔ Yes
- ⊖ No

Applicant Qualifications

11. Describe how your agency has legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget. (Operational capacity specifically for workload of projects in this application.)
Enter response in text box or upload your response on the Document Upload tab of the application and write "See Upload."
Coos County ensures there is sufficient legal, managerial and operational capacity through its contracts with Coos County Area Transit and South Coast Business Employment Corporation.

Legal Council capacity is provided by County Council and augmented by Special Districts Association of Oregon's legal expertise in Risk Management and Human Resources.

South Coast Business Employment (SCBEC) has 40 years of experience managing multiple federal, state and local funding sources in accordance with OMB Uniform Guidance, Federal Regulations and Generally Accepted Accounting Principles. Our SAGE 100 accounting system has an integrated intelligence reporting module making fiscal documentation, accounting, monitoring and reporting streamlined with complete disclosure of the financial results of our grant activities. All grant applications are developed by the Transit Manager that implements the program and reviewed by the Board of Directors to ensure the agency can fulfill the proposed scope of work by. After an award has been made, the SCBEC reviews the terms, time periods, award amounts, expected expenditures associated with the award and establishes new accounts in the general ledger to support management reports including the required receipt and expenditure categories. The first three months is critical in the startup of implementation. The Manager ensures that staff are on board and trained with the policies and procedures necessary to meet compliance with statutes, regulations and grant terms and conditions. Quarterly benchmarks are established to track progress against the scope of work. The County in conjunction with the Transit Manager and SCBEC submits required reports on finances and progress towards objectives. Internal processes are monitored for financial accountability, and sub-grantee federal and match expenditures are reviewed to ensure consistency with federal and state guidelines. Once a project is complete, the County in conjunction with SCBEC at the end of the grant or contract agreement follows the closeout procedures described in 2 CFR 200.343 – 345.

CCAT and SCBEC have grown, expanded and fine-tuned its operations without any questioned or disallowed costs or questioned management practices identified through its annual independent audit process.

12. Capacity to Maintain Compliance
✔ By checking this box, the applicant certifies that if they are awarded funding they are able to meet or will have the capacity to maintain compliance with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

13. Does the applicant plan to use a Sub-Recipient or contractor to implement the grant supported activity?
✔ Yes
e No

14. If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.
If Yes, enter response in text box or upload response on the Document Upload tab and write "See Upload." If No, write N/A.
Coos County will enter into a sub-recipient agreement with Coos County Area Transit.
Ongoing monitoring will involve the following:

a. Regular contact with CCAT and appropriate inquiries regarding the program.
b. Reviewing programmatic and financial reports prepared and submitted by the CCAT and following up on areas of concern.
c. Monitoring CCAT budgets.
d. Contracting with an independent auditor to perform a site visit to the subrecipient to review financial and programmatic records and assess compliance with applicable laws, regulations, and provisions of the subaward.
e. Offer CCAT technical assistance where needed.
f. Maintaining a system to track and follow up on deficiencies noted at CCAT in order to ensure that appropriate corrective action is taken.
g. Establishing and maintaining a tracking system to ensure timely submission of all reports required of CCAT.

The County shall maintain documentation in support of all efforts associated with monitoring of CCAT.

Should CCAT be found to be out of compliance with provisions of its subaward with the County, responsive actions shall be determined by Board of Directors. Such actions may consist of any of the following actions:

a. Increasing the level of supporting documentation that CCAT is required to submit to the County on a monthly or periodic basis.
b. Requiring CCAT to prepare a formal corrective action plan for submission to the County.
c. Requiring that certain employees of CCAT undergo training in areas identified as needing improvement.
d. Requiring documentation of changes made to policies or forms used in administering the subaward.
e. Arranging for on-site (at CCAT's office) oversight on a periodic basis by a member of the County's accounting or grant administration staff.
f. Providing copies of pertinent laws, regulations, federal agency guidelines, or other documents that may help CCAT.
g. Arranging with an outside party (such as the County's own independent auditors) for periodic on-site monitoring visits.
h. Requiring Board review and approval for each disbursement.
i.. As a last resort, terminating the subaward relationship and seeking an alternative.

Project Information
Try to answer all questions, even if your project does not fit neatly within a category. No answer means a zero score.

15. Describe the project to be funded.
See application instructions for required content. Enter response in text box or upload response as an attachment in the Document Upload tab and write "See Upload."
This is a new line of service beginning in Coos Bay and ending in Florence.

-Route will operate four days a week - Monday, Wednesday, Friday and Saturday.
-Will provide seating for ~10, free Wifi, 1 ADA station, bike rack, space for luggage/storage
-Will conduct three round trips per day.
-We anticipate charging the general public approximately $10 for a one way trip

Service will be coordinated with all other public transit organizations along the route at designated stops. This will be a vital connection for residents of the south coast that will now allow them to get to and from services in Eugene.

Note: This route will close the gap along HWY 101 and will connect with the Coastal Express to the south, operated by Curry Public Transit; the Florence-Yachats Connector to the north, operated by Lane Transit District; and the proposed new extension to the east from Florence to Eugene, managed by Lane Council of Governments.

We have already received verbal support from all these neighboring transit agencies as well as the Lane ACT and our own ACT (SWACT).

We are also seeking funds to apply towards a transfer stop in Florence. We envision this stop to be a bike share station with Florence being a Key Transit Hub. We hope to equip the stop with wayfinding signage, illumination and possibly other feature and amenities depending upon the level of support and funding from ODOT, LCOG, LTD and the City of Florence.

Please see upload in documents section for more information.

16. What Local Plans include this project and elements of the project?
See guidance for exemptions to this requirement.
This project fills a significant gap in the Statewide Transit Network and provides statewide benefits to multiple Public Transportation Service Providers. This project will now provide a means for residents of coastal communities in Curry, Coos, Douglas and Lane counties not only the ability to travel the breadth of the coast, north and south; but also give them access to routes inland where major resources are located.

17. What is the minimum award amount that will still allow your project to proceed?
Enter an amount in dollars.
$443,700.00

18. Select the fund source(s) that you think best aligns with your application.
Check all that apply
✔ STIF Discretionary
✔ STIF Intercommunity Discretionary
✔ FTA Section 5311 (f) Intercity Discretionary

Equity and Public Transportation Service to Low Income Households
(Score weights: Discretionary = 20%, STN = 10%)

19. Describe how the project supports and improves access for vulnerable populations.
Coos County has one of the highest senior, disabled, low income, lack of services, and unemployment rates in the state. Overall, it has a poverty rate of 17.8 percent; higher than the state and national average.

This project will also support the community of Reedsport, which has been ranked as the most depressed community in the state. Given that Douglas County public transit will soon no longer be serving this community, as they do currently once a week, it is imperative we begin and continue service from Curry County all the way up the coast through Coos into Douglas and connecting in Lane Counties. Closing this gap in the Statewide Transit Network is critical to the future success and accessibility of coastal communities.

Coordination of Public Transportation Services
(Score weights: Discretionary = 10%, STN = 30%)

20. Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing between agencies.
Project #1 - Our Coos Bay to Florence project is a new project and is part of a larger project to get coastal residence inland to Eugene. This project also closes the gap in the coastal connection. If this project is funded, residents and tourists alike will now be able to travel along the entire coast using public transportation. This project has been coordinated with and supported by Curry Public Transit, Douglas County Transportation District, Lane Transit District, Southwest Area Committee on Transportation as well as the Lane Council of Governments and the Lane Area Committee on Transportation. This project also aligns with the goals of the Travel Oregon Sustainable Tourism Advisory Committee. Please see attachment for more details. This is a pilot project.

Statewide Transit Network
(Score weights: Discretionary = 10%, STN = 30%)

21. Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.
Project #1 – This project directly supports the statewide transit network by closing the gap in the coastal connection. Currently, the only existing gap in the coastal connection lies between Coos Bay and Florence. Coos County hopes to close this gap by initiating a pilot project that runs four days a week and coordinates service with adjoining PTSP's (Curry Public Transit to the south, Lane Transit District to the north (connection to Yachats) and LCOG's proposed route inland to Eugene to the east). This route will help provide a sustainable public transportation option for rural, low-income, senior and disabled residents to areas of greater service. Additionally, this project hopes to provide a new vehicle equipped with free public wifi, which has already been coordinated with the proposed connecting route to Eugene managed by LCOG, that will also provide free public wifi. This will directly improve the passenger experience along this proposed route, will benefit multiple providers and will be foundational to future coastal transit network improvements.

Funding and Strategic Investment
(Score weights: Discretionary = 20%, STN = 10%)

22. Describe how project match requirements will be met or exceeded. If this project will last beyond the 19-21 biennium, describe the plan for ongoing funding including match.
Describe why investment in this project makes sense both from the perspective of current need and long term Oregon transit needs.
Addressing the Coos Bay to Florence public transportation corridor is strategic as it completes the connectivity for Hwy 101. CCAT is well connected with other contiguous public and private transit programs to secure the match requirements necessary to pilot this service. The Confederated Tribes, Lane Transit District and Douglas County Transit all understand the importance of inter-connectivity to the greater region and plan on contributing to this endeavor using the Statewide Transportation Improvement Fund dollars. Following the 19-21 biennium with the proof of concept under its belt, Coos County intends to incorporate this project as a new service under its STIF plan.

23. Does this project depend on other funding sources including other discretionary grant processes whose outcomes are uncertain?
If yes, identify the fund source and anticipated timing of funding certainty. If no, write N/A.
The match portion does depend on the contiguous transit districts to support the endeavor under their plan for the Statewide Transportation Improvement Fund, specifically LCOG who applied for some of LTD's funds for a route from Florence to Eugene. We will also pursue funds from the City of Florence and match funds from the CTCLUSI.

Environmental and Public Health
(Score weights: Discretionary = 15%, STN = 10%)

24. Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.
Projects #1 and 2 are both requesting funds to support purchasing vehicles. If awarded funding, we intend to secure vehicles that are "Green" in nature, hopefully hybrid vehicles. Being able to add hybrid vehicles to our fleet for the first time ever will help reduce our carbon imprint on the environment by reducing greenhouse gas emissions, reduce pollution and of course support positive health outcomes overall.

Safety, Security, and Community Livability
(Score weights: Discretionary = 25%, STN = 10%)

25. Describe how the project increases use and participation in active transportation, including public transportation.
All three of these projects support collaboration with adjoining transit organizations and by doing so increases ease and accessibility of public transportation networks in the state, which in turn results in an active transportation as a whole.

This project specifically supports safety, security and community livability by allowing bicyclists to ride past less than ideal sections of the Oregon Coast to the more favorable sections. We also hope to secure funding for an illuminated transfer stop in Florence equipped with a bicycle station and services which aim to increase access to/from transit. We also hope to equip the Florence stop with wayfinding signage as well. This will be done through a collaboration with the city of Florence, LTD and LCOG.

26. Describe how the project supports and improves safety of passengers in transit vehicles and safety of other roadway users.
These projects support and improve the safety of passengers in transit vehicles and the safety of other roadway users by providing safe, reliable, maintenance free vehicles that are able to navigate more efficiently along designated routes. This vehicle will also be equipped with an onboard camera system as well as a GPS tracking and communications portal which will be integrated with our Transit Management System.

Capital Assets
Capital assets are items that cost at least $5,000 and have a useful life of at least 3 years.

27. Describe proposed capital purchases. Enter asset details in the Budget and Project Tables tab.
For capital construction projects, additional documentation will be required in the Document Upload tab. See guidance for more information. If no capital assets are included in your application, write N/A.
We are requesting funds to secure one vehicle each for projects #1 and #2. If awarded funding, we intend to purchase "green", hybrid vehicles that are low floor, with a ramp, have one center mount ADA stations have capacity for at least 10 passengers and are Wifi equipped. We also intend to equip the vehicle with a two mount bicycle rack as well as GPS tracking to be able to incorporate it into our Transit Management System.

Budget and Project Tables *top*

Project Category and Fund Source

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	$ 125,000	$	$	$	$	$ 125,000
Vehicle Purchase - Replacement or Right-Sizing	$	$	$	$	$	$ 0
Equipment Purchase	$	$	$	$	$	$ 0
Facility Purchase	$	$	$	$	$	$ 0
Signs/Shelters Purchase	$ 6,500	$	$	$	$	$ 6,500
Planning	$ 2,000	$	$	$	$	$ 2,000
Project Administration	$ 52,885	$	$	$	$	$ 52,885
Operating	$ 245,839	$	$	$	$	$ 245,839
Preventive Maintenance	$ 3,476	$	$	$	$	$ 3,476
Mobility Management	$ 8,000	$	$	$	$	$ 8,000
Total	**$ 443,700**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$443,700**

Project Totals and Match Rate

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	0 %	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	$ 443,700	10 %	$ 399,330	$ 44,370	Text	$	Yes Yes/No	11/01/2019 xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories (20% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	$ 443,700	10 %	$ 399,330	$ 44,370	Text	$	Yes Yes/No	11/01/2019 xx/xx/xxxx	%	100 %
5311 (f) Intercity - Operating (50% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	%	100 %

Vehicle Purchase

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations Deployed	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle Purchase 1	Expansion Expansion/Replacement	Only answer if replacing vehicle	Text	Text	D Select Letter (A-E)	1 #	$ 125,000	$ 125,000	~10 #	1 #	~10 #	OF G/D/BD/E/HG/CNG/OF	06/01/2019 xx/xx/xxxx	10/01/2019 xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 2	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	OF G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 6	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 8	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle

Vehicle Replacement Information

Vehicles to Be Replaced	Year	Make	Model	Vehicle Category	VIN	Seats	ADA Stations	Seats with ADA Stations Deployed	Fuel Type	Vehicle Mileage	Disposal Type	Vehicle Condition	Vehicle Maintenance History
Vehicle Replaced 1	2,002 xxxx	Ford Text	Aerolite II Text	D Select Letter (A-E)	1FDFE45LO9DA92332 17 digits	12 #	2 #	12 #	G G/D/BD/E/HG/CNG/OF	210,173 #	Sale Sale/Donate/Salvage	Poor Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 2	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 3	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 4	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 5	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 6	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if

Vehicle Replaced 7	xxxx Text	Text	Select Letter (A-E)	17 digits	#	#	# G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 8	xxxx Text	Text	Select Letter (A-E)	17 digits	#	#	# G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 9	xxxx Text	Text	Select Letter (A-E)	17 digits	#	#	# G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 10	xxxx Text	Text	Select Letter (A-E)	17 digits	#	#	# G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.

Equipment, Bus Stop Amenities, and Other Assets

Equipment, Signs, Shelters, Facilities, Land	Item Description	Model Number	Quantity	Estimated Unit Cost	Total Cost	Expected Order Date	Expected Delivery Date	Item Location	Lot Size	Square Footage	If breaking ground, have you filled out DCE?
Row 1	Simmie Seats/signs/shelter/equipment Text		4 #	$ 1,625	$ 6,500	06/01/2019 xx/xx/xxxx	08/01/2019 xx/xx/xxxx	Along designated route at designated stops.			☐ If Applicable
Row 2	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 3	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 4	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 5	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 6	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 7	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 8	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 9	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 10	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable

Document Upload *top*

Documents Requested *	Required?	Attached Documents *
Document 1		Coos Bay - Florence project summary sheet
Document 2		Letter of support from Douglas County
Document 3		Human Services Coordinated Plan
Document 4		
Document 5		
Document 6		
Document 7		
Document 8		
Document 9		
Document 10		

* ZoomGrants™ is not responsible for the content of uploaded documents.

PROJECT #1: COOS BAY - FLORENCE CONNECTOR

This is a new line of service beginning in Coos Bay and ending in Florence.

- ♦ Route will operate four days a week - Monday, Wednesday, Friday and Saturday.
- ♦ Will provide seating for ~10, free Wifi, 1 ADA station, bike rack, space for luggage/storage
- ♦ Will conduct three round trips per day.
- ♦ We anticipate charging the general public approximately $10 for a one way trip

Service will be coordinated with all other public transit organizations along the route at designated stops. This will be a vital connection for residents of the south coast that will now allow them to get to and from services in Eugene.

Note: This route will **close the gap along HWY 101** and will connect with the Coastal Express to the south, operated by Curry Public Transit; the Florence-Yachats Connector to the north, operated by Lane Transit District; and hopefully the new extension to the east from Florence to Eugene, managed by Lane Council of Governments.

*We have already received verbal support from all these neighboring transit agencies as well as the Lane ACT.

Project Summary

Distance in miles (one-way)	**53.7**	
Trip time (one-way)	**1.5 hrs**	
Projected ridership (per year)	**1.8K**	
Capital Cost (year 1)	**$125K**	
Bus stop seats/signage	**$6.5K**	
Average annual O&M costs	**$150K**	
Total Year 1 costs	**$281.5K**	
Total Year 2 costs	**$152.2K**	
Total Project Cost	**$433.7K**	

Coos County Area Transit
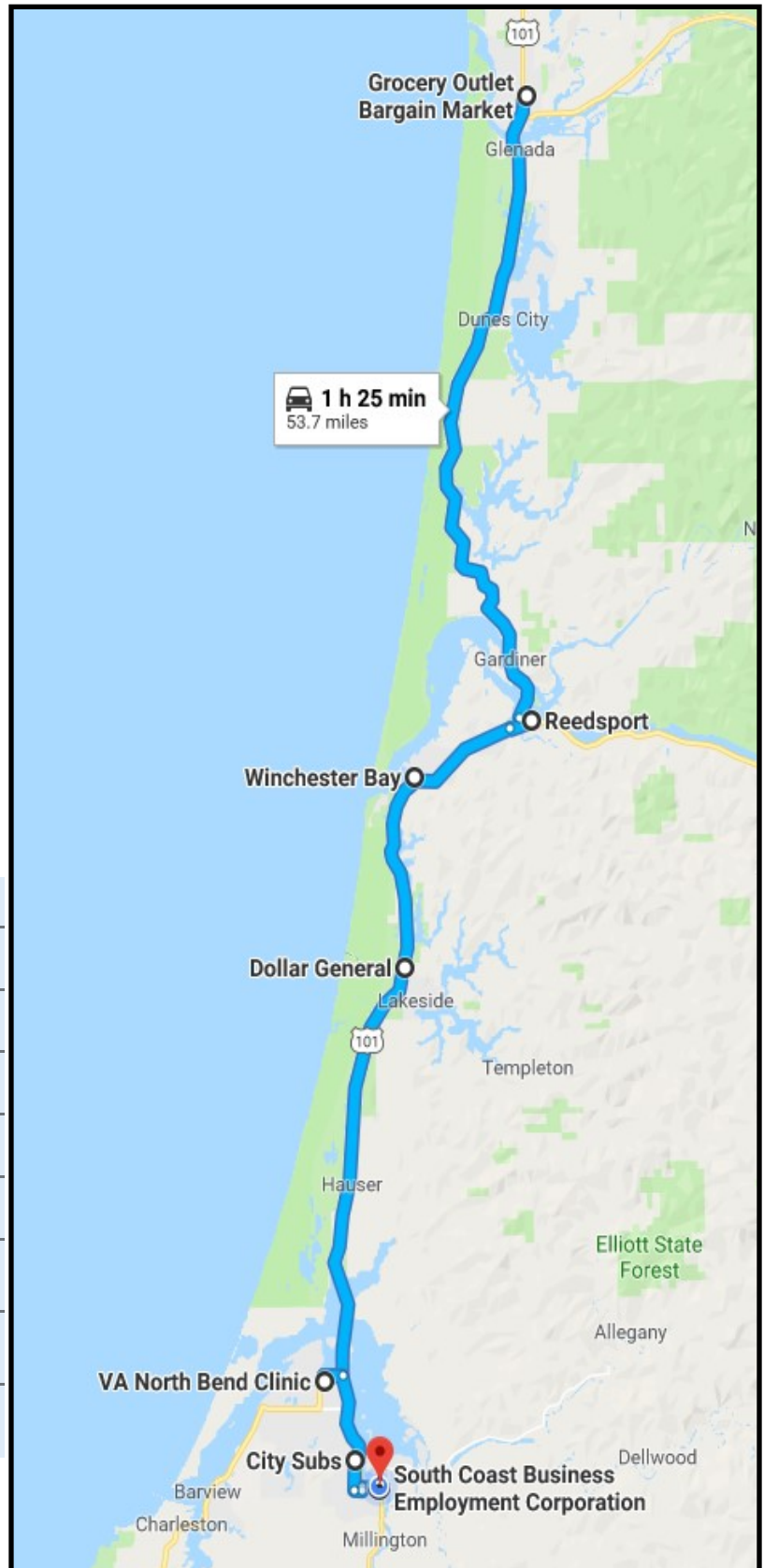
January 31, 2019

Sergio Gamino
Coos County Area Transit
93781 Newport Lane
Coos Bay, Or 97420

RE: New Transit Route between Coos Bay and Florence

Dear Sergio,

The newly formed Douglas County Transportation District fully endorses the route as proposed from Coos Bay to Florence. This part of the coast is currently underserved by transit, and this new route will help riders connect to services in both of these communities. We believe that in conjunction with the LCOG proposed route from Eugene to Florence, our coastal residents in Douglas County will significantly benefit from these transit connections.

We appreciate CCAT for stepping up to help facilitate this important coastal transit link.

Sincerely,

Mike Baker
Douglas County Transportation District, Chair